



# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA1 | Euston - Station and Approach  
**Baseline report (CH-001-001)**  
Cultural heritage

November 2013

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# Department for Transport

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# 1 Introduction

## 1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage appendices for the Euston - Station and Approach community forum area (CFA1) comprise:

- a baseline report (this appendix);
- a gazetteer of heritage assets (Appendix CH-002-001); and
- an impact assessment table (Appendix CH-003-001).

1.1.2 Maps referred to throughout the cultural heritage appendices are contained in the Volume 5, Cultural Heritage Map Book.

## 1.2 Content and scope

1.2.1 This baseline provides the evidence base against which the assessment of assets that may be affected by the Proposed Scheme can be determined. It contains information about known and potential heritage assets from a variety of sources and presents a chronological description and discussion of the development of the study area, placing assets within their historical and archaeological context.

## 1.3 Study area

1.3.1 The CFA1 study area lies within Greater London and comprises parts of the London Borough of Camden and the City of Westminster.

1.3.2 All non-designated and designated assets within the land required for construction of the Proposed Scheme and within 250m of it have been detailed in this baseline assessment. In addition designated heritage assets have been examined within the zone of theoretical visibility (ZTV).

1.3.3 The ZTV used for this purpose in Greater London was that used for [the Draft ES] and shown on the CH – 02 maps in Volume 5. This covers, in places, a smaller area than the ZTV shown on the LV – 07 and LV – 08 landscape maps. It has been concluded that there are no designated assets in the areas outside the [Draft ES] ZTV the setting of which could be affected by the Proposed Scheme.

1.3.4 All identified assets are listed in Volume 5: Appendix CH-002-001 and shown on maps CH-01-001 to CH-01-004a in Volume 5, Cultural Heritage Map Books.

## 1.4 Data sources

1.4.1 Sources examined as part of this baseline assessment include published secondary sources, cartographic sources, historic environment record (HER) data for undesignated heritage assets and English Heritage National Heritage List (NHL) data for designated assets. A full list of published sources can be found in Section 10 of this appendix.

## **1.5 Surveys undertaken**

1.5.1 Site reconnaissance field inspections to review the setting of historic assets and the character and form of the historic landscape were undertaken as part of the environment impact assessment (EIA) process.

## 2 Geology, topography and landform

- 2.1.1 The British Geological Survey (BGS) data identified that the underlying solid geology of the route and Euston Station is London Clay. At the southern end of Euston Station there are superficial deposits of Lynch Hill Gravel which were deposited during the Wollstonian interglacial period (circa 350,000–125,000 BC).
- 2.1.2 In the south-east corner of the study area a small pocket of superficial Langley Silt Formation deposits (Brickearth) from the Devensian glacial period (circa 150,000–75,000 BC), comprising wind-blown deposits, formed under periglacial action.
- 2.1.3 The topography of the study area is generally flat with a slight incline towards Primrose Hill to the north. The area is bisected south-west to north-east by Hampstead Road, and Euston Road runs east-west along the southern edge. The area contains the modern railway hub of Euston Station and is at the southern end of the West Coast Main Line (WCML). The area is bounded to the west by Regent's Park and to the east by Camden Town and Somers Town.

## 3 Archaeological and historical background

### 3.1 Early Prehistory

3.1.1 The known Palaeolithic resource within the Proposed Scheme's study area is closely related to the superficial (drift) geology and the depositional processes which formed it. These depositional processes are closely associated with climatic conditions and in particular climatic oscillations during which large parts of the British landscape were covered by ice sheets, with the remaining areas covered by arctic tundra. These glacial periods were punctuated by relatively short-lived interglacial periods, during which anthropogenic activity could take place.

3.1.2 The glacial and periglacial environments would have caused erosion of the geological deposits, particularly during the Anglian and Wollastonian glaciations. This erosion activity would have effectively scoured, removed and re-deposited the geology of the study area. This could have potentially removed any anthropogenic evidence that may have survived from the interglacial periods with remains only being able to survive within in-situ or re-deposited gravels and not on the London Clay deposits.

3.1.3 No early prehistoric assets have been identified within the land required for construction of the Proposed Scheme. The majority of the construction area of the Proposed Scheme is located directly on London Clay. These deposits would have been scoured by glacial and periglacial action. The small pockets of gravel at the southern end of the land required for the Proposed Scheme would have been greatly impacted by late post-medieval and modern urban development, particularly with the redevelopment of Euston Station in the late 20th century which involved the removal of deposits down to the formation (London Clay) layer<sup>1</sup>.

3.1.4 Two Palaeolithic assets have been recorded within the wider study area. A possible Palaeolithic worked flint flake was recovered from a palaeochannel within gravel deposits during trial trenching on the University College Hospital extension on Gower Street (EUSo07, CH-01-001) and a Palaeolithic hand axe was recovered from in-situ Lynch Hill Gravel deposits in 1904 from Woburn Place (EUSo08, CH-01-001). These finds indicate that early prehistoric remains may survive in secure geological deposits in the locality.

### 3.2 Late Prehistory

3.2.1 Only one late prehistoric asset has been identified within the study area. A Late Neolithic flint axe was found during construction works at the University College Hospital (EUSo09, CH-01-002). There is an absence of late prehistoric (Neolithic to Iron Age) evidence within the area around Euston Station. This in part may relate to the unsuitability of London Clays for settlement or agricultural activity. Late prehistoric evidence in the wider landscape has largely been encountered on the River

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<sup>1</sup> Beatty and Moorcroft, (1971), The Reconstruction of Euston Station. In: *Proceedings Institute of Civil Engineers*. Vol 50, November. p287-310.

Thames gravel terraces. Modern development has largely removed traces of these remains but surviving settlement and field patterns have been encountered in the more rural fringes of London and isolated find spots have been encountered within the gravel deposits in Bloomsbury and Holborn to the south.

### 3.3 Romano-British

3.3.1 Only a single Roman artefact has been recorded within the study area: a gold ring set with a Solidus (a gold coin (EUSo9, CH-01-002)), possibly of Theodosius II dating to the Late Roman/early medieval period. It was found in George Street (within the area of Euston Station forecourt) during the 19th century.

3.3.2 There is an absence of Roman evidence in the wider Euston landscape. The 18th century antiquarian William Stukeley suggested that a Roman fort had been located at Brill to the south of St Pancras Old Church in the area of the modern British Library (EUSo6, CH-01-002). There is no supporting evidence for this<sup>2</sup>. This absence of Roman evidence may in part be due to the London Clay deposits being unsuitable for occupational activity with much of the prehistoric and Roman activity being focused on the areas of gravel deposits further to the south (in Bloomsbury and the City of London).

### 3.4 Early medieval

3.4.1 There are three early medieval assets identified within the study area (including EUSo9, CH-01-002). Saxon pottery was recovered during investigations on the former site of the medieval manor house of Totten Hall at number 250 Euston Road (EUSo10, CH-01-002) in the south-west corner of the study area. Documentary records suggest that the Saxon/medieval settlement of Rugmore (EUSo2, CH-01-003) was located within Regent's Park putatively in the area of London Zoo<sup>3</sup>. The exact location of the settlement is unknown as it was removed by the emparkment of the area during the early post-medieval period.

3.4.2 Early medieval settlement activity in the wider area was located to the south of the study area at Covent Garden (Ludenwic)<sup>4</sup> and potentially around the church of Old St Pancras (outside the study area)<sup>2</sup>. The Ludenwic settlement was the site of a significant market which was abandoned during the latter part of the early medieval period, with the settlement focus of London shifting towards the Roman walled town. St Pancras Church was located in the Fleet Valley and flooding of the valley may have forced the settlement focus to shift northwards to Kentish Town by the medieval period (in Camden and HS1 Link community forum area (CFA2))<sup>2</sup>.

### 3.5 Medieval

3.5.1 The majority of the study area is situated within the historic parish of St Pancras. The parish was within the Ossulstone Hundred which formed a small administrative

<sup>2</sup> Emery and Wooldridge, (2011), *St Pancras burial ground; Excavations for St Pancras International the London terminus of High Speed 1, 2002-3*, Gifford. p26.

<sup>3</sup> The Royal Parks, (2009), *Regent's Park & Primrose Hill; Operations Plan*.

<sup>4</sup> Museum of London, (2002), *A research frame works for London archaeology*, English Heritage. p46-56.

division of land within the county of Middlesex and is recorded in the Domesday Book. The parish of St Pancras was rural in character with a relatively sparse population<sup>5</sup>

3.5.2 Four medieval sites and find spots have been identified within the study area. These include Totten Hall Manor (EUS010, CH-01-002) first recorded in the Domesday Book (1086) and the small hamlet of Rugmore (EUS002, CH-01-003). Totten Hall was the site of a substantial medieval manor house. This manor site was located in a rural area several miles to the north of the settlement cores of Westminster and London. An excavation in the area of the manor house in 1979 identified a medieval yard surface, a wall and a privy. The land of Rugmore (EUS002) and Totten Hall (EUS010) were held by the Canons of St Paul's Cathedral through the medieval period<sup>5</sup>, before transferring to the crown during dissolution.

3.5.3 Two medieval route ways have been identified within the study area. At Crowndale Road in Camden Town (EUS016, CH-02-001) and Tottenham Court Road (EUS026, CH-01-002). Tottenham Court Road was recorded in the Domesday Book and was a market road<sup>6</sup> used to transport livestock from the rural hinterland of London (including the study area) to Westminster. No medieval sites or find spots have been identified directly within the area required for the construction of the Proposed Scheme.

## 3.6 Post-medieval

3.6.1 The early post-medieval period saw little significant development within the study area. The cartographic evidence from Rocque's map of 1756<sup>7</sup> indicates that the area was rural in character prior to the late 18th century. The western edge of the study area was part of 'Marylebone Park' a royal park created by Henry VIII (EUS002, CH-02-001 and CH-02-003) in 1539<sup>8</sup>.

3.6.2 The late post-medieval period saw rapid urban development within the study area. Rocque's map of 1762<sup>9</sup> identifies the 'New Road' leading east from Tottenham Court (formerly Totten Hall), which is now called Euston Road. This road was built by the second Duke of Grafton as a cattle route to Smithfield Market. The 'New Road' as indicated by the cartographic sources was the focus of urban development during the late 18th century. Development spread from the Bloomsbury area to the south and along the road during this period.

3.6.3 The early 19th century saw the development of Regent's Park, formerly Marylebone Park - a royal estate with medieval origins (EUS002, CH-02-001, and CH-01-003). The former parkland had reverted to agricultural use during the late post-medieval period and had been leased by the Crown Estate to the Duke of Portland<sup>10</sup>. The lease was due to expire in the early 1800s and due to the profitability of the developments of the Bedford and Grosvenor estates to the south in Bloomsbury, a competition was held

<sup>5</sup> Emery and Wooldridge, (2011), *St Pancras burial ground; Excavations for St Pancras International the London terminus of High Speed 1, 2002-3*. Gifford. p26-27.

<sup>6</sup> Weinreb, B., Hibbert, C., Keag, J. and Keag, J., (2008), *The London Encyclopaedia*. Macmillan, London. p922.

<sup>7</sup> John Rocque's Map of London (1756).

<sup>8</sup> The Royal Parks, (2009), *Regent's Park & Primrose Hill; Operations Plan*.

<sup>9</sup> John Rocque's Map of London (1762).

<sup>10</sup> The Royal Parks, (2009), *Regent's Park & Primrose Hill; Operations Plan*. p8-10.

for the redevelopment of the park. Due to the death of the crown surveyor John Fordyce, the organiser of the competition, and the financial impacts of the Napoleonic wars, the plans for the redevelopment of the land had been suspended by 1809.

3.6.4 John Nash with the support of the Prince Regent laid out new plans (which amalgamated some of Fordyce's ideas) for the creation of a prestigious park (EUS002 CH-02-001, and CH-01-003) which would contain a double circus, over 40 grand parkland villas, a large ornamental lake with water supplied by the creation of the Regent's Canal (EUS021, CH01-003). Around the parkland (EUS012, CH-01-03) John Nash's plans included the creation of palatial terraces, markets and canal basins<sup>11</sup>. This plan was heavily altered throughout the construction of the park during the 1810s to 1830s, partly due to a recession. The changes to John Nash's designs saw the reduction in the number of grand villas within the central park and the creation of the grand stucco villas of Park Village West and Park Village East (EUS003, EUS012, CH-02-001 and CH-02-003). These two streets were constructed to give the appearance of idyllic rural villages set on the edge of a great estate.

3.6.5 The early to mid-19th century also saw the development of the land held by the Southampton Estate, including the construction of Mornington Crescent (1821-32 (EUS016, CH-01-004a)), which covered most of the land to the east of Regent's Park and north of Euston Road and west of Somers Town<sup>12</sup>. The Grade II Mornington Crescent was built in the 1820s as three grand curved terraces around Mornington Crescent Gardens, which was built over in the early 20th century, located on the south-west edge of Camden Town Conservation Area (EUS016, CH-01-004a).

3.6.6 Somers Town (EUS019, CH-02-002) to the east of this area was designed by Lord Somers in the late 18th century as an up-market development. By the 1850s Somers Town had declined into an area of slum housing and became a focus for late 19th century housing for railway workers<sup>13</sup>.

3.6.7 Euston Station is London's second oldest mainline terminus (EUS005, CH-01-002). It was planned by Robert Stephenson, for the London and Birmingham Railway Company, and was opened in 1837<sup>14</sup>.

3.6.8 Phillip Hardwick was appointed to add additional buildings including a screen comprising lodges and the 'Doric' Euston Arch (1838-40), along Euston Street. Hardwick was also responsible for the design of the Euston Station Great Hall (1846-49)<sup>15</sup> and the Euston Square Gardens Lodges (circa 1870 (EUS005, CH-01-001)) which replicated the lodges attached to Euston Arch. Houses (including Euston Crescent) and two hotels were also added to the south of the station during the mid to late 19th century. These were set around Euston Grove which visually linked Euston Arch with the lodges in Euston Square Gardens<sup>16</sup>.

<sup>11</sup> Summerson, J., (1980), *The Life and Work of John Nash*. Harper Collins, London. p 125 – 129.

<sup>12</sup> Cherry and Pevsner, (1998), *The Buildings of England; London 4: North*, Yale University Press, London p385.

<sup>13</sup> Cherry and Pevsner, (1998), *The Buildings of England; London 4: North*, Yale University Press, London p378.

<sup>14</sup> Weinreb, B., Hibbert, C., Keag, J. and Keag, J., (2008), *The London Encyclopaedia*. Macmillan, London. p277-278.

<sup>15</sup> Cherry and Pevsner, (1998), *The Buildings of England; London 4: North*, Yale University Press, London p361.

<sup>16</sup> UCL, Euston Grove, History of a street [http://www.ucl.ac.uk/sts/staff/cain/projects/euston\\_grove](http://www.ucl.ac.uk/sts/staff/cain/projects/euston_grove). Accessed: 12 May 2013.

3.6.9 The station was expanded to the west in 1887 with the acquisition of a portion of St James's Gardens<sup>17</sup>. Further expansion was undertaken at the turn of the 19th/20th century with the enlargement of the cutting between Euston Station and Parkway Tunnel (EUS036, CH-01-003 and CH-01-001) and the creation of a new tunnel at Parkway. These works included the demolition of the eastern half of Park Village East and the western side of Mornington Terrace. The majority of the original 1830s retaining walls were removed by the widening of the cutting, with the exception of two small sections of (Grade II listed) to the south of Parkway tunnel (otherwise known as Park Street Tunnels (EUS0037, CH-01-003)) and west of Mornington Terrace.

3.6.10 St James's Gardens (EUS040, CH-01-002) is the site of a late 18th and 19th century burial ground used by the parish of St James's Piccadilly. St James's burial ground (Hampstead Road) was purchased from the estate of Southampton by the Parish of St James's Piccadilly in 1788/89. The area was formerly used as brickfields. An act for burial was passed in late 1789. The first burial recorded took place in April in 1790 and the burial ground was closed in 1853<sup>18</sup>.

3.6.11 The St Pancras Open Spaces and Disused Burial Grounds (1911)<sup>19</sup> provides an estimate of 50,000 burials in the lifetime of the burial ground (approximately 794 burials per year). A burial count of the Westminster Parish Record<sup>18</sup> indicates that a maximum of 61,051 burials took place in the St James's burial ground and chapel vaults, however, the actual figure may be closer to the 50,000 figure given by the St Pancras Open Spaces and Disused Burial Grounds. This is due to the potential continued use of the family vaults in St James's Piccadilly churchyard and the continuation of the St James's parish workhouse burial ground which, although likely to be full by the late 18th century, has no recorded closure date<sup>20</sup>.

3.6.12 Notable burials within the burial ground and chapel vaults include:

- Jacob Schnebbelie buried in 1792. Draughtsman who specialised in drawings of ancient monument and buildings;
- Lord George Gordon buried in 1793. Associated with the 1779 'Gordon' riots<sup>19</sup>;
- Major-General James Stuart buried in 1793. Officer (and Chief-Commander of Madras) in the East India Company;
- James Christie buried 1803. Founder of Christies Auction House;
- Bishop Dr William Dickenson buried in 1804. Bishop of Downe and Connor;
- George Morland buried in 1804. Painter of rustic scenes and animals<sup>21</sup>;
- Lawrence Harman Parsons buried in 1807. 1st Earl of Rosse (Ireland);

<sup>17</sup> BRLM, (1968), *The New Euston Station*. British Rail London Midland Region.

<sup>18</sup> St James's Piccadilly, Burial Records, Microfiche Vol. 23 – 30; Westminster Archives.

<sup>19</sup> Brown, W. E., (1911), *St Pancras Open Spaces and Disused Burial Grounds*, Metropolitan Borough of St Pancras. p58-62.

<sup>20</sup> St James's Piccadilly, Parish Records. Westminster Archives.

<sup>21</sup> Survey of London, (1949), St James's Church, Hampstead Road. *Survey of London Vol. 21: The Parish of St Pancras part 3: Tottenham Court Road & Neighbourhood*.

- Lieutenant Colonel Cruger buried in 1807. Officer in American War of Independence;
- Admiral Alan Gardner buried in 1809. 1st Baron Gardner, naval officer during the Napoleonic wars and Member of Parliament<sup>21</sup>;
- John Hopner buried in 1810. Portrait painter<sup>22</sup>;
- Captain Matthew Flinders buried in 1814. Circumnavigated Australia and coined the name 'Australia'<sup>23</sup>;
- General James Stuart buried in 1815. Officer in American War of Independence;
- Sir John Floyd buried in 1818. Cavalry officer and 1st Baronet;
- Rev. John Armstrong buried in 1835. Vicar of St James's, Hampstead Road<sup>21</sup>;
- John Charles Felix Rossi buried in 1839. Sculptor whose works include the 'Caryatids' and St Pancras 'New' Church<sup>24</sup>;
- Rear-Admiral Henry Stuart buried in 1840. Naval officer;
- Elizabeth Countess Winterton buried in 1841. Dowager Countess of Winterton; and
- Thomas Warner buried in 1848. Sculptor.

3.6.13 The burial ground covered an area of 1.6 hectares (four acres) on opening. The area of the burial ground was reduced by a quarter in 1887 due to the enlargement of Euston Station. Arrangements were made with the burial board of St Pancras parish for the removal of remains to St Pancras Cemetery at Finchley<sup>24</sup>, during the construction of the station and the realignment of Cardington Street. The clearance of burials only included the removal of complete coffins with the indistinguishable remains remaining in place. The surviving remains within the footprint of Euston Station would have been removed during the construction of the modern station. Pockets of human remains may have survived truncation in the area of the realigned Cardington Street.

3.6.14 In 1887 works were undertaken by the parish (of St James's Hampstead Road) and the Metropolitan Board to turn the burial grounds into public gardens which were opened in August 1887. The gardens' works included the clearance of most of the burial memorials to the edge of the gardens, landscaping, the creation of new paths and planting.

3.6.15 St James's Chapel, Hampstead Road (EUS040, CH-01-002) was constructed as the chapel for St James's burial ground in 1793. The chapel included burial vaults. On the closure of the burial ground, the chapel was used as a parish church. The chapel was subject to significant bomb damage during World War II but was subsequently restored. The chapel was demolished in the early 1960s (now a car park). There is no

<sup>22</sup> Bailey, (1975), *HARRAPS Famous London Graves*.

<sup>23</sup> The Society for Nautical Research, Captain Matthew Flinders, Royal Navy, Bi-Centenary of Death. [www.snr.org.uk](http://www.snr.org.uk); Accessed: 5 May 2012.

<sup>24</sup> Brown, W., E., (1911), *St Pancras Open Spaces and Disused Burial Grounds*, Metropolitan Borough of St Pancras. p58-62.

record of the removal of the burials from the chapel vaults<sup>25</sup>. A slight rise in the topography was identified during the walkover survey in the area of the former chapel. This may indicate that structural remains (and potentially the vaults) may survive beneath the surface of the car park.

## 3.7 Modern

3.7.1 The early 20th century saw the continued urban development of the study area, including rail infrastructure with expansion of the London Underground (EUSo24, CH-02-001) and the continued commercial and residential development around Euston Square (EUSo04, CH-01-002). The interwar period saw slum clearance around Somers Town (EUSo19, CH-01-002) and the construction of London County Council flats including the Grade II listed London County Council Walker House, Chamberlain House and Levita House.

3.7.2 In 1921 the Euston Square Gardens War Memorial was erected in memory of the railway workers that died during World War I (EUSo04, CH-01-002). The War Memorial was constructed on a small roundabout on the route to Euston Station and was aligned with the centre of the Euston Station hotel and the Euston Arch (EUSo05, CH-01-002). Additional plaques were added for World War II.

3.7.3 World War II had a significant impact on the character of the area (see Section 5 of this appendix). Bomb damage led to clearance of large areas of the study area, in particular around Somers Town (EUSo19), the area of Euston Grove (now Euston Station forecourt (EUSo05) and the area between Hampstead Road and Albany Street.

3.7.4 During the late 20th century the London Borough of Camden, and its precursor the Metropolitan Borough of St Pancras, redeveloped the areas affected by bomb damage and undertook further slum clearance. These developments included the creation of the Regent's Park Estate (EUSo25, CH-02-001). In 1951 the Crown Estate sold the area around Cumberland Market, originally part of John Nash's Regent's Park development<sup>26</sup>. Late 19th century and early 20th century urban redevelopment and the subsequent World War II bomb damage and clearance, including the infilling of the Cumberland Basin and Cumberland arm of Regent's Canal (EUSo21, CH-02-001), had removed much of the Georgian townscape. The Metropolitan Borough of St Pancras bought the land and redeveloped the cleared areas by constructing large council apartment blocks.

3.7.5 The 1960s and 1970s saw the redevelopment of Euston Station (see Section 4 of this appendix) and the clearance of the Euston Grove area including the demolition of the station hotel and the Euston Arch (EUSo05, CH-02-001).

3.7.6 The Euston Road area has seen significant 20th and 21st century high rise commercial and institutional development (EUSo22, CH-01-001). These include within the land

<sup>25</sup> ASE, (2006), *The Site of the former National Temperance Hospital, 110-122 Hampstead Road, London Borough of Camden*, Archaeology South East.

<sup>26</sup> The Royal Parks, (2009), *Regent's Park & Primrose Hill; Operations Plan*, p8-10.

required for construction of the Proposed Scheme the 1970s Euston forecourt towers, designed by Richard Surfeit (EUS005, CH-02-001).



## 4 Built heritage

4.1.1 This section provides baseline information relating to built heritage assets within the land required to construct the Proposed Scheme, the 250m study area around this and the wider ZTV. The section provides the following information:

- a broad overview of the character and form of the settlement pattern and key assets within the study area;
- descriptions of all built heritage assets wholly or partially within the land required to construct the Proposed Scheme; and
- descriptions of key designated assets within the 250m study area.

4.1.2 A broad overview of the character and form of the settlement pattern within the study area can be found in Section 6 of this appendix.

4.1.3 Further information on all these assets, plus those other designated assets which lie within the ZTV but are not described in this section can be found in the Gazetteer in Appendix CH-002-001. These assets are mapped in the Volume 5, Cultural Heritage Map Book, CH-01-001 to CH-01-004a, and CH-02-001.

*Regent's Park to Park Village East*

4.1.4 The Regent's Park area covers the Grade I RPG and the Regent's Park conservation areas of the London Borough of Camden and the City of Westminster but excludes the London Zoological Gardens (EUS001, CH-01-003), which is assessed separately. For the purposes of this assessment, the area has been split into three. These cover the RPG (Partially located within the land required for the Proposed Scheme (EUS002, CH-01-003)) including parts of the Camden and Westminster conservation areas, the area outside the RPG but within the Camden conservation area (covering most of the built elements of the park and partly within the Proposed Scheme area (EUS012, CH-01-003)) and Park Village East within the western edge of the Camden Regent's Park Conservation Area (EUS003, CH-01-003).

4.1.5 The London Borough of Camden and City of Westminster Regent's Park conservation areas (EUS002, EUS003 and EUS012, CH-01-003) cover John Nash's early 19th century Regent's Park development. The scheme extends to Park Road to the west in the City of Westminster and to the WCML in Camden, and comprises a unique planned composition of landscape and buildings<sup>27</sup>. The planning of the park, terraces, villas and the area of the former market and service area served by the canal to the east was on an unprecedented scale of urban design in London. The elements were developed as a unique single coherent scheme, giving Regent's Park national and international value.

4.1.6 The key conservation area views that have been identified within the land required for the Proposed Scheme include the view into the park from across the Gloucester Gate Bridge, towards Gloucester Gate and from Mornington Street within the Camden

<sup>27</sup> Camden, (2011), *Regents Park Conservation Area Appraisal and Management Strategy*, Camden Council.

Town Conservation Area (EUS016, CH-01-003) to Park Village East across the Mornington Street Bridge (EUS017, CH-01-003). The modern setting of the buildings within the park, including the Grade II\* St Johns Lodge (EUS002, CH-02-001), located within Regents Park Westminster Conservation Area, comprise the appearance of grand mansions set in a quiet rural parkland.

4.1.7 The largest concentration of listed buildings within the study area (including seven Grade I and eight Grade II\* listed buildings) is located within the Regent's Park (Camden) Conservation Area to the east of the Outer Circle (EUS002/EUS012, CH-01-003). These buildings were constructed as part of John Nash's grand design for Regent's Park in the early 19th century (see Section 3.6.4 of this appendix). These designs included the creation of the Grade I Gloucester Terrace, Cumberland Place, Cambridge Terrace, Chester Place and Chester Terrace (EUS012, CH-01-003), which were constructed to give the appearance of large (stucco) palatial buildings facing a country park<sup>28</sup>. This was achieved from the use of uniform architectural detailing and scaling.

4.1.8 The setting of the planned urban area of John Nash's Regent's Park can be split into distinct areas. The grand terraces (Section 4.1.7) located along the eastern side of the Outer Circle have a consistent streetscape in appearance and scale, and are set on a broad quiet tree-lined streets. The terraces have a strong interaction with the park to the west. Albany Street to the east of the Outer Circle has a mixed setting. The streetscape replicates the uniform grand terraces (on a less grand scale) and quiet tree-lined streetscape of the Outer Circle in the area towards Gloucester Gate (to the north). To south of this the streetscape is defined by the wall of the Regent's Park Barracks and St Katherine's Precinct (EUS012, CH-01-003). These walls give the area the appearance of a quiet backstreet, which contrasts to the grand views provided along the Outer Circle.

4.1.9 The setting of Gloucester Gate is consistent with that of the Outer Circle but gives way to the east to the busy thoroughfare of Gloucester Gate Bridge and Parkway, which are located within the land required for the Proposed Scheme. The grandness of the buildings of the Outer Circle is continued at Parkway with the presence of the Grade II\* York and Albany public house (EUS012, CH-01-003) but the listed 119-125 Parkway terrace was built in a plainer style and has lost a lot of its intended setting by the partial demolition of the terrace by the construction and expansion of the railway at Parkway Tunnels, which detracts from the overall appearance of this area.

4.1.10 To the east of the grand terraces, John Nash's designs included the creation of Regent's Park Barracks, designed as a cavalry barracks (including a Grade II officers mess), and the Grade II\* Park Village West (EUS012, CH-01-003) and Park Village East (EUS013, CH-01-003).

4.1.11 Park Village East located wholly within the area of land required for the Proposed Scheme, comprises a group of detached and semi-detached stucco villas designed in a mixture of Swiss, Tudor and Italianate styles. Constructed in the 1830s the villas were

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<sup>28</sup> Summerson, J., (1980), *The Life and Work of John Nash*. Harper Collins, London.

bounded to the west by the former route of Regent's Canal (EUS021, CH-02-001). The villas were originally located on both sides of Park Village East but the eastern side of the road was cleared for the expansion of the Euston railway cutting in the late 19th century (EUS036, CH-01-004). On the eastern side of the Park Village East between 1900 and 1905, a brick-built parapet was erected above the cutting retaining wall and an area of planting was created. The effect of the planting and parapet was to create a visual separation between the listed buildings and the cutting and helped to retain some of John Nash's intended rural village character. The Grade II\* York and Albany public house (EUS012, CH-01-003) and number 1 Park Village East - a former late 19th century riding school (unlisted) survived the expansion of the railway. The modern setting of Park Village East retains its intended rural village feel and the landscaping and railway parapet provides a physical and visual separation from the WCML.

4.1.12 The built heritage elements of Regent's Park including Park Village East have high cultural heritage value. The character and setting of the area is unique due to John Nash's coherent designs which include the visual links between the designated and non-designated built elements of the park.

### *London Zoological Gardens*

4.1.13 London Zoological Gardens (located on the edge of the 250m study area (EUS001, CH-01-003)) is located within the Regent's Park Westminster conservation area and the designated area of Regent's Park (EUS002, CH-1-003). The zoological gardens were not part of John Nash's original plans for Regent's Park but were adapted into John Nash's plans. The zoo was opened in the 1820s<sup>29</sup>. The early elements of the zoo reflected the intended rural landscape character of the park. The modern zoo built character is largely defined by 20th century modernist and international style architecture. These 20th century buildings include the Grade I listed (1930s) Chimps Breeding Colony and Gorilla House, designed by Tecton, who also designed the Grade II listed north entrance gate. The zoo also contains the Grade II\* Elephant and Rhinoceros Pavilion which was built as part of Sir Hugh Casson's redevelopment of the zoo in the 1960s.

4.1.14 London Zoological Gardens has high built heritage value. Many of the 20th century buildings contained within the zoo were early examples of zoo architecture and were replicated at other zoos across the United Kingdom<sup>29</sup>.

### *Euston Square Gardens*

4.1.15 Euston Square Gardens (EUS004, CH-01-002) is a listed London square (under the London Square Preservation Act 1931) and is located within the land required for the Proposed Scheme. The square contains and is surrounded by a number of significant listed buildings and structures of historic interest and is located within the northern edge of the Bloomsbury Conservation Area (EUS022, CH-01-002).

4.1.16 Euston Square was part of the 1820s planned development of the Bloomsbury area<sup>30</sup>. The 19th century layout included a mirror of the existing gardens on the southern side

<sup>29</sup> Cherry and Pevsner, (2002), *The Buildings of England; London 3: North West*, Yale University Press, London. pp. 626-629.

<sup>30</sup> Camden, (April 2011), *Bloomsbury Conservation Area Appraisal and Management Strategy*, Camden Council.

of Euston Road. The majority of this area was built over in the early 20th century, with the exception of a small garden attached to the Friends Meeting House (EUS004, CH-01-002). The Square contains the Grade II listed Greco-style lodges (designed by Phillip Hardwick see Section 3.7.6), Euston Square railings and the 1921 war memorial (EUS004, CH-01-002).

4.1.17 To the south-east of the Square is St Pancras (New) Church (EUS015). This Grade I church was built in 1819-22 (by H. and H. W. Inwood) in the Greek Revival style. The Greco-style of St Pancras (New) Church was mirrored around the Square with the building of numbers 1-9 Melton Street (Grade II\* (EUS030, CH-01-002), which was built in 1906-08 as the headquarters of the London, Edinburgh and Glasgow Assurance Company, as the first purpose built office. Designed by Beresford Pite, who also designed the rear extension (1923)<sup>31</sup>. The setting of numbers 1-9 Melton Street merges with the other Greco Style buildings around Euston Square, providing a fairly uniform appearance. The open setting to the east of the building provided by Euston Square Gardens provides views of the eastern elevation of the building<sup>31</sup>. The demolition of the buildings along the northern edge of Euston Square and construction of the modern Euston Station Forecourt buildings has degraded the visual setting and appreciation of the asset. The abutting number 10 Melton Street is a late 20th century building, which is located on the original street line but does have the same scale or appearance of the listed building.

4.1.18 The Greco style was further replicated in the colonnades of the Grade II Drayton House/Friends Meeting House building which was built over the former southern part of Euston Square Gardens in 1927 to the designs of Hubert Lidbetter (EUS004, CH-01-002) and the non-designated Wellcome Trust Research Institute (EUS004, CH-01-002) built in 1932 on Euston Road to the south-west of the square.

4.1.19 Located on the eastern side of the square is the Grade II\* Euston Fire Station (EUS031) built in 1901-2, designed by HFT Cooper in the Arts and Craft style. The northern side of the square is overlooked by the 20th century international style, Richard Surfeit's Euston forecourt towers and bus station (EUS005, CH-01-002).

4.1.20 The surviving northern gardens have undergone significant alterations and a loss of character since their original inception in the early 19th century. Modern landscaping and the construction of the Euston forecourt towers and bus station in the 1970s have impacted the setting of the Square. The forecourt buildings in particular have removed the visible and physical link between Euston Station and the listed Lodges and War Memorial. The listed 19th century railings around the square are also not complete, with the northern and western sides replaced with poor modern imitations. The Greco style buildings around the Square do add to the overall character but the setting is compromised (although intended) by the physical, busy, visible and noisy barrier created by the Euston Road. The effect of the busy road and the bus station is to dislocate the Square from its surrounding setting and reducing the significance of its setting and the appreciation of the square.

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<sup>31</sup> ETM, (2012), *Royal College of General Practitioners - Preliminary Heritage Report*.

## *Bloomsbury*

4.1.21 The land that comprises Bloomsbury Conservation Area (EUS022, CH-01-001) to the south of Euston Square was developed between 1660 and 1840<sup>32</sup>. The Bloomsbury Conservation Area (excluding Euston Square) is located within the wider study area. Development spread from the south towards Euston 'New' Road during this period, with the earliest development within the study area taking place during the Georgian and Regency periods (late 18th/early 19th century), with much of the development being undertaken on the Duke of Bedford's estate. The planned development between Russell Square and Euston Square Gardens took place in the 1920s.

4.1.22 The character of the conservation area within the study area comprises a planned grid street pattern with garden squares and grand terraced townhouses. The setting of this area is a mixture of quiet garden squares overlooked by grand Georgian terraces, mixed with modern institution buildings and busy major thoroughfares. A number of Grade II listed terraces which are part of the Bloomsbury early 19th century gridded streetscape fall within the study area, particularly around the London designated squares of Gordon Square and Tavistock Square (EUS022, CH-01-001). The Grade II\* Woburn Walk and Dukes Road shops (EUS022, CH-01-01) located in this area were constructed in 1822 by Thomas Cubitt.

4.1.23 The 20th century saw Bloomsbury (conservation area) partially altered by the development of the various university colleges (and the University of London). These include the construction of the Grade II\* Art Deco Senate House (constructed 1932 - 1937), the 1973 Philips Building (School of Oriental and African Studies) and the 1975 Institute of Education/Clore Institute Building. These and other modern institutional buildings have slightly degraded the 19th century character of the area and have affected the overall setting.

## *Fitzroy Square*

4.1.24 The Fitzroy Square Conservation Area (EUS020) dates to the late 18th to early 19th century and has a contemporary built character to that of the neighbouring (to the east) Bloomsbury Conservation Area. The visible focus of the area is the Fitzroy Garden Square, which is surrounded by grand 19th century terraces<sup>33</sup>. A number of Grade II terraces and the Grade II\* 18th century 58 Grafton Way are located within the study area in this conservation area, but are at least 1km away from the construction area of the Proposed Scheme.

## *King's Cross St Pancras*

4.1.25 Close to Euston Station located to the east on the Euston Road and within the study area are two other mainline stations with associated infrastructure that link London with the regions. These are the Grade I St Pancras Station (EUS033, CH-01-004a) incorporating the Midland Grand Hotel and King's Cross Station (EUS039, CH-01-004a). These mainline stations are located within the King's Cross St Pancras Conservation Area (EUS013 (CH-01-004a). The red brick gothic style St Pancras

<sup>32</sup> Camden, (April 2011), *Bloomsbury Conservation Area Appraisal and Management Strategy*. Camden Council.

<sup>33</sup> Camden, (March 2010), *Fitzroy Square. Conservation Area Appraisal and Management Strategy*. Camden Council.

Station was built in 1865-1869 and the Midland Grand Hotel 1868-76, both to designs by George Gilbert Scott. The neighbouring King's Cross Station was built in 1850-52.

4.1.26 The part of the conservation area within the study area contains 19 Grade II listed buildings. These comprise 19th century residential terraces, a railway hotel and rail infrastructure. These buildings give the area a mixed residential and rail character. The current setting of the conservation area has greatly altered during the 21st century. Redevelopment of the area for the construction of the HS1 terminal and associated St Pancras refurbishment, coupled with the refurbishment of King's Cross upgrade, has greatly improved the visual setting of the Grade I listed buildings. The associated enabling and regeneration development has also removed significant listed and unlisted elements of the former 19th century infrastructure (including goods sheds and gas holders) which has impacted the visual setting of the wider conservation area.

### *Somers Town*

4.1.27 Somers Town (see Sections 3.6.6 and 3.7.1 (EUS019 CH-01-002)), which is partly within the land required for the Proposed Scheme, contains the Grade II listed Walker House, Chamberlain House and Levita House. These were built as council flats in the 1920s and early 1930s to designs by the London County Council Architects Department under G. Topham-Forrest. Further blocks of flats were added to the area following bomb damage clearance after World War II.

4.1.28 Somers Town had been planned as an upmarket residential area during the early 19th century but late 19th century low quality (slum) residential development removed the planned coherent character of the area. The London County Council flats were built as an attempt to improve the area and have coherent style, but the World War II clearances and the contrasting utilitarian, modernist and Edwardian styles used during the later redevelopment of the area has reduced the character and visual setting of the listed buildings.

### *Eversholt Street*

4.1.29 On the western edge of Somers Town and partly within the land required for the Proposed Scheme is Eversholt Street (EUS018, CH-01-002). The road is a busy thoroughfare between Camden Town and Euston Road. The street contains heavily modified 19th century terraced shops (including the Grade II listed number 64 Eversholt Street), the 1930s purpose built office Euston House (EUS034, CH-01-002) and modern council flats. Almost half of its western length is taken up by the modern Euston Station and Royal Mail depot (EUS005, CH-01-002).

4.1.30 The modern setting of the area is of a mixed streetscape of 19th century and 20th century building styles and massing, with the visual setting dominated by the grey eastern façade of Euston station.

### *Euston Station*

4.1.31 The original 19th century Euston Station (EUS005, CH-02-001) was London's second oldest mainline terminus (see Section 3.6.7). The railway station and associated buildings remained largely unaltered prior to World War II. A comprehensive redevelopment scheme was published by the London Midland and Scottish Railway

company<sup>34</sup> in 1935 and power was given to the rail company by an Act of Parliament in 1936 to redevelop the area including the widening of Eversholt and Melton Street.

4.1.32 The redevelopment of the station stalled due to the outbreak of World War II. Significant bomb damage occurred in the Euston Station environs. This led to the clearance of many of the buildings to the south of the station and temporary railway offices and car parks were created in the cleared areas<sup>35</sup>.

4.1.33 In the late 1950s to early 1960s designs were produced to redevelop Euston Station. These included proposals to build the station above the proposed platforms<sup>34</sup> and for the construction of a hotel and office buildings in the area between the station and Euston Square Gardens. Further proposals were put forward in 1961 by Taylor Woodrow Construction Ltd. which included provision of 74,000m<sup>2</sup> (800,000sq ft) of accommodation to let but these did not proceed<sup>36</sup>.

4.1.34 In advance of the redevelopment of the station, Euston Arch and the attached screen lodges were demolished<sup>34</sup>. The arch was formerly situated in the area of platforms 8 and 9 to the north of the new station concourse. By the autumn of 1963, the station proposals had not been finalised but works were commenced for the new track layout, with the station demolition being undertaken piecemeal to allow for continued passenger use of the station. The works involved the stripping of the pre-existing railway infrastructure and the removal of the overburden down to the natural London Clay deposits<sup>34</sup>.

4.1.35 The current signal box (EUS005, CH-02-001) was constructed at the same time as the platforms to the north-west of the station and was loosely based on the modern international style of architecture.

4.1.36 In 1964 work began on a parcels deck which was constructed above the new platforms. This forms part of the roof to the platforms and was built in a utilitarian style. In 1966 approval was given for the construction of the passenger terminal building with the works completed in 1968<sup>35</sup>. The concourse was built over the area of the former Euston Grove and incorporated the Euston underground station. The station was built in the Bauhaus/international style and attempted to replicate the former Euston Station Great Hall within the concourse hall. The separate design and construction programmes for the platforms and concourse led to integration issues particularly with the difference in levels. This led to the construction of steep long access ramps being built to enable passengers to access the platforms.

4.1.37 Between 1974 and 1978 three low towers and a linking block (designed by Richard Seifert) were constructed within the station forecourt, between the station and Euston Square<sup>37</sup>. Euston Bus Station was constructed as part of the development under the linking building and opened in 1979. Additional retail outlets were added to the forecourt during 2011.

<sup>34</sup> Beatty and Moorcroft, (1971), The Reconstruction of Euston Station. *Proceedings Institute of Civil Engineers*. Vol. 50, November. p287-310

<sup>35</sup> BRLM, (1968), *The New Euston Station*. British Rail London Midland Region.

<sup>36</sup> Beatty and Moorcroft, (1971), The Reconstruction of Euston Station; Discussion. In: *Proceedings Institute of Civil Engineers*, p417-434.

<sup>37</sup> C20 Society, Euston Station; Building of The Month November 2011. [www.c20society.org.uk](http://www.c20society.org.uk); Accessed: 30 November 2012.

4.1.38 The overall built character of Euston Station is of a mixture of styles comprising the low level utilitarian parcels deck and station shed, the Bauhaus/international styled concourse, and the high rise modernist international style of the Euston Station forecourt buildings. These contrasting styles and massing gives the station an inconsistent character. The station is described by the Bloomsbury conservation area appraisal as overall having a disjointed and windswept<sup>38</sup> visual setting and as having a negative impact on the setting of the neighbouring Euston Square Gardens (EUS004, CH-01-004).

### *Euston cutting (Euston station approach)*

4.1.39 The Euston Station to Parkway cutting (EUS036, CH-02-001) retains parts of its early 20th century character. The cutting and Parkway tunnels are wholly in the land required for the Proposed Scheme. Large sections of the 1900-05 cutting retaining walls, particularly along Park Village East and Mornington Terrace survive. The cutting is crossed by the Mornington Street Bridge which has Grade II listed pairs of Portland Stone piers and lamp stands located on both the Mornington Terrace and Park Village East ends (EUS017, CH-01-003).

4.1.40 At the northern end of the cutting are the remains of the Grade II listed Parkway tunnel and cutting (EUS037, CH-01-003). This structure dates to the original London Midland Railway line construction in the 1830s. The structure has been much altered with the removal and replacement of the original tunnel roof and the capping of the Mornington Terrace side with concrete. The western section of the Parkway cutting (included within the Grade II listing) seems likely to contain part of the original 1830s cutting retaining wall within the later 1900-05 Parkway tunnel portal retaining wall (EUS037, CH-01-003). The cutting retains its original rail character; views of the cutting are limited due to the high nature of the cutting and bridge parapets, which provide a visual and physical separation from the surrounding residential streetscapes.

### *Camden Town*

4.1.41 Camden Town Conservation Area (EUS016, CH-02-001) contains 34 Grade II listed buildings. This includes the 19th century terraced houses on Mornington Terrace (EUS016). The western side of the street with the exception of the Edinburgh Castle public house and number 58 Mornington Terrace (which is located within the land required for the Proposed Scheme) were removed as part of the Euston cutting expansion during the early 20th century. Parts of the eastern terrace were also destroyed or damaged by World War II bombing; most of the original eastern terrace streetscape, however, survives. The early 20th century rail cutting parapet wall (which is within the land required for the Proposed Scheme) provides a physical and visual separation from the railway. The street has a tree-lined quiet residential appearance and contains a significant viewing point<sup>39</sup> into the neighbouring Regents Park Camden Conservation Area across the Mornington Street Bridge.

4.1.42 The Camden Town Conservation Area also contains the early 19th century Grade II listed Mornington Crescent (see Section 3.6.5 of this appendix). This 19th century

<sup>38</sup> Camden, (April 2011), *Bloomsbury Conservation Area Appraisal and Management Strategy*, Camden Council.

<sup>39</sup> Camden, (2011), *Regents Park Conservation Area Appraisal and Management Strategy*, Camden Council.

crescent and the Carreras building, a cigarette factory built on the site of Mornington Crescent gardens in the 1920s in the Egyptian Arts and Craft style, form a significant grouping within the conservation area.

4.1.43 The study area within the conservation area covers a largely quiet residential area, with coherent 19th century streetscape and a significant view into the Regent's Park Conservation Area across the Mornington Street Bridge.

### *St James's Gardens/National Temperance Hospital*

4.1.44 St James's Gardens (see Section 3.6.10 of this appendix) (EUSo40, CH-01-002) is located within the land required for the Proposed Scheme and contains a number of early 19th century memorials. Most of these are in poor condition and have been moved to the edges of the garden.

4.1.45 The gardens contain the Grade II listed Christie Memorial, which was constructed for the founders of the Christie Auction house, and the Grade II Southampton Memorial (EUSo14, CH-01-002). A Grade II drinking fountain was also formerly located in the garden but its current location is unknown.

4.1.46 The Gardens are bounded on the northern side by the wall of a late 19th century print works. The print works received serious bomb damage during World War II (see Section 5 of this appendix) and the surviving structure was incorporated into the 1970s Thistle Hotel.

4.1.47 On the eastern side of the gardens stands the derelict National Temperance Hospital (EUSo14, CH-01-002). The construction of the hospital started in 1879<sup>40</sup>, to the north of the former St James's Chapel (see Section 3.6.15 of this appendix). Extensions were added in 1884 and in 1914. The 1914 extension was constructed to the south of the chapel with a link bridge built in front of the chapel, facing Hampstead Road. Further additions were made to the southern section in the 1930s. Parts of the hospital were severely bomb damaged during World War II but most of the original external structure survives.

4.1.48 The hospital, although derelict, retains its late 19th early / 20th century character; it also forms a part of the enclosed visual setting of St James's Gardens with the former print works wall.

### *Melton Street/Drummond Street/North Gower Street*

4.1.49 Numbers 14-15 Melton Street (EUSo27) which is located within the land required for the Proposed Scheme is a Grade II listed early 19th century stucco rendered brick terrace house (formerly two houses). Originally part of a larger terrace, reduced due to modern development and World War II bomb damage, number 14-15 Melton Street retains its original 19th century character but has had its setting compromised by the loss of its original streetscape.

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<sup>40</sup> ASE, 2006, *The Site of the former National Temperance Hospital, 110-122 Hampstead Road, London Borough of Camden*, Archaeology South East, p9.

4.1.50 On the corner of Euston Street and Melton Street is the former entrance to Euston Underground Station (EUSo28, CH-01-002), which is also located within the Proposed Scheme area. Its original setting has been lost by the construction of the modern Euston Station and by neighbouring modern developments. The station was designed by Leslie Green in the Arts and Craft style and clad in red glazed terracotta tiles. The station was opened in 1907 but closed in 1914<sup>41</sup>. Internally the station was gutted to create ventilation for the underground station and external works have removed some of the original cladding.

4.1.51 Numbers 1-3 Cobourg Street (EUSo29, CH-01-002) is a railway warehouse block constructed in the late 19th century as stables for the Euston Station mail depot. Later used as a rail club, the building has recently been refurbished and the roof was raised to add an additional floor. The building is currently used as apartments and as an architect's office.

4.1.52 Between Cobourg Street and North Gower Street is the Maria Fidelis School (EUSo23, CH-01-002). The school building was first depicted on the Ordnance Survey in 1920. The area had formerly contained 19th century terrace houses. The building is three storeys high and was built in a mixed Georgian and Victorian style. The school was originally bounded by Cobourg Street (also known as Little George Street) to the north. The area of the road is now used as playground following the demolition of the terraced houses on the northern side of the street due to World War II bomb damage. The school building was built on a different alignment to that of the surrounding street and is visually separated from the surrounding residential streets by high walls, fences and chain fences. The setting of the building is of a mixed streetscape of modern flats and heavily altered early 19th century terraces.

4.1.53 There are 10 Grade II listed buildings within the wider study area on North Gower Street and Drummond Street. These comprise 19th century terrace houses and public houses with stucco rendered ground floors. A number of unlisted terrace houses are also located in this area. Many of these un-designated buildings are either just the surviving facades of 19th century terraced houses or complete modern rebuilds due to World War II bombing of the area.

### *Euston Road to Stanhope Street*

4.1.54 The area between North Gower Street and Albany Street, and Euston Road and Stanhope Street (EUSo25) saw significant slum clearance in the early 20th century and World War II bomb damage. The built heritage character of this area is defined by high rise council flats and large commercial buildings (focused on Euston Road).

4.1.55 There are two Grade II listed buildings identified within this part of the study area, namely the White House Albany Street and number 52 Stanhope Street (EUSo25).

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<sup>41</sup> Leboff, 2002, *The Underground Stations of Leslie Green*, Capital Transport, London.

## 5 Historic map regression

5.1.1 The analysis of the cartographic evidence for the study area is contained in Table 1 below.

Table 1: Cartographic evidence

Map Name	Date	Description
Jon Rocque's Map of London	1756	The map depicts the area of Euston Station as being located within an area of agricultural fields to the east of 'Tottenham Court'. The area of the WCML is also depicted as fields bisected by a road (Hampstead Road).
Jon Rocque's Map of London	1762	A 'New Road' is shown running along the southern edge of the Euston Station area between Tottenham Court and Islington on the modern alignment of Euston Road.
Cary	1787	The map depicts 'New Road' (Euston Road) and some additional buildings are shown close to 'Tottenham Court'.
Stockdale	1797	The map shows development of terrace house along 'New Road' to the west of Euston Station (on the northern side), the development of Charlton Street and Phoenix Road, the construction of a circle of houses called the Polygon (in the area of the modern Polygon Road), the development of a burial ground in the area of St James's Garden and the presence of a chapel on Hampstead Road, adjacent to the burial ground, and a small number of houses are also shown extending north from Tottenham Court up the Hampstead Road (mostly on the western side).
Horwood	1819	The map shows additional development along Euston Road, including the creation of Euston Square (both north and south of Euston Road), Euston Crescent and Somers Crescent. It also depicts Regent's Park and Regent's Canal. It does not show the northern part of the study area.
Greenwood	1827	The map shows the Hampstead Road and Euston areas built up, Mornington Crescent, Regent's Park Barracks and Camden Town. The York and Albany Park Street and some of the villas along Park Village East are also depicted.
Topographic al Survey of the Borough of St Marylebone	1834	The map shows significant development including the construction of housing around St James's burial ground; the full development of Park Village East, Park Street, Hampstead Road, and Melton Street. The map also depicts the earliest layout of Euston Station including the Euston Arch and lodges. The route of the London to Birmingham line is depicted and the area of proposed housing is depicted to the north of the station ('Russell Crescent').
Wylde	1848 - 49	Depicts additional urban development within the study area.
Ordnance Survey Epoch 1 1_1056	1873 - 74	The map depicts the study area as fully urbanised. Additional housing/buildings are depicted including Writtlebury Street and the full extent of St James's Gardens. In addition, carriage sheds and goods sheds are depicted at the northern end of the station; a 'print office' is depicted on the northern side of St James's Gardens; 'Amphill Gardens' are depicted just to the north of the station; a 'temporary Independent Chapel' is located on top of a tunnel at Hampstead Road; houses are depicted on both sides of Mornington Terrace and Park Village East and a garden is depicted to the south of the York and Albany in the area of extant number 1 Park Village. East building.
Ordnance Survey	1876	This map shows no significant change within the study area.

Epoch 1 1_2500		
Ordnance Survey Epoch 1 1_10560	1882	This map shows no significant change within the study area.
Ordnance Survey Epoch 2 1_1056	1896	Writtlebury Road and the north-east corner of St James's Gardens are depicted as being built over by an extended Euston Station; Cardington Street is depicted as being extended to the east of St James's Gardens, and a hospital is depicted to the north of St James's Chapel. Additional railway lines are depicted to the north running through Ampthill Gardens and through Hampstead Road tunnel, and a building is depicted for first time in the area of the current number 1 Park Village East.
Ordnance Survey Epoch 2 1_2500	1916	The map depicts the enlargement of the railway corridor, with removal of the houses on the western side of Park Village East and the western side of Mornington Terrace (a carriage shed is depicted adjacent to Mornington Terrace). A large carriage shed is also depicted in an area of former housing to the north of Granby Terrace; number 1 Park Village East is identified as a 'Riding School'; number 1 Cobourg Street is depicted for the first time in an area formerly the location of small houses; two underground 'Euston' stations are depicted on Drummond Street, to the east and west of the front of Euston Station; the numbers 1-9 Melton Street building is also depicted on the corner of Euston Road and Melton Street and the southern wing of the Temperance Hospital is also depicted.
Ordnance Survey Epoch 2_10560	1920	A school is depicted (now known as the Maria Fidelis School), in an area that formerly contained terraced houses between Gower Street and Cobourg Street.
Ordnance Survey Epoch 4 1_10560	1938	Depicts Friends Meeting House and an additional building in the southern part of Euston Square.
London County Council Bomb Damage Maps Sheet V.5 1:2500	1939 - 1945	<p>Euston Road – serious bomb damage depicted on buildings adjacent to numbers 1-9 Melton Street. Blast damage to numbers 1-9 Melton Street, serious bomb damage to corner of Friends Meeting House. Blast damage to St Pancras Church. Temporary structure depicted in Euston Square.</p> <p>Euston Street – Euston Crescent cleared and serious damage to houses fronting Euston Square. Serious bomb damage to the buildings adjacent to the listed buildings.</p> <p>Cobourg Street – small buildings on northern section of road are depicted as cleared.</p> <p>Cardington Street – the print works are depicted as seriously damaged.</p> <p>Hampstead Road – the temperance hospital is depicted as seriously damaged and there is blast damage to St James's Chapel.</p> <p>Park Village East – serious damage and damage beyond repair depicted to the southern villas. Serious damage to buildings in Regent's Park Barracks.</p> <p>Harrington Street/Stanhope Street – significant damage and total destruction to a large number of buildings.</p> <p>Mornington Terrace/Street – serious and damaged beyond repair depicted to a number of the buildings on the street.</p> <p>Amphill Square – some serious damage and damage beyond repair to some of the buildings around the northern side of the gardens.</p>

		Mornington Crescent – serious damage to part of the tobacco factory.  Eversholt Street – some clearance behind houses on this road and serious damage to the depot on Drummond Crescent. Blast damage to Euston House.
Ordnance Survey 1:10,000	1951	Depicts similar pre-war layout within the study area, with the exception of cleared areas around Euston Road, Hampstead Road and Regent's Park Basin. Also indicates the absence of a pair of villas on Park Village East. The map depicts streets including Euston Crescent which were cleared during World War II.
Ordnance Survey 1:1250	1953	Shows in further detail the areas cleared due to bomb damage, particularly around Stanhope Street/Harrington Street and the infilling of Regent's Canal. Also shown are railway offices in the former location of Euston Crescent. Ruins are depicted around Euston Square and a printing works has replaced some of the buildings on Euston Road. Car parks and industrial buildings have also replaced housing around Drummond Street/Euston Street. New temporary buildings are depicted around Mornington Terrace/Mornington Street.
Ordnance Survey 1:2500	1970 - 71	Depicts the current Euston Station and the forecourt. New blocks of flats are shown around Harrington Street (Regent's Park Estate); 'Nash House' on Park Village East is shown; permanent buildings are shown in the area of the previously temporary buildings on Mornington Street; Ampthill Square/Gardens is no longer depicted; new blocks of flats are depicted around Eversholt Street and Phoenix Road, and St James's Chapel is no longer depicted.
Ordnance Survey 1:10,000	1974	Depicts additional buildings around Harrington Street and the southern end of Park Village East.
Ordnance Survey 1:10,000	1991	This map shows only small changes within the study area.

## 6 Historic landscape

6.1.1 The section below was written with reference to the historic landscape character provided by the Greater London Archaeological Advisory Service (English Heritage).

6.1.2 The historic landscape character research has been undertaken for the 250m study area and a total of 11 character areas were identified within the study area, of which the Proposed Scheme passes through nine.

6.1.3 The historic landscape character identifies the following character areas within the land required for the Proposed Scheme. Euston Station and yards comprising 19th/20th century railway and rail industry, Mornington Crescent Victorian terraces; Drummond Terrace Victorian terraces, Euston Road a 20th century commercial area; Stanhope a late 20th century residential area, Regents Park early 19th century historic park, Regents Park Road an area of Georgian villas, Camden Town a 19th/20th century commercial area and Charlton Street Environs a late 20th century residential area. The historic landscape character appraisal provides only a very broad brush character assessment. The section below was written with reference to the identified historic landscape character areas as well as historic maps, site familiarisation visits, geology and hydrology sources, and other documents.

6.1.4 As discussed in Section 3.6.1 of this appendix, and shown by the cartographic evidence, the pre-late 18th century landscape was largely agrarian in character. Small scale settlement present in the study area was focused around Totten Hall prior to the late 18th century and the medieval settlement of Rugmore. This pre-industrial rural landscape was cleared during the late 18th and 19th centuries with none of the rural landscape surviving into the modern period.

6.1.5 Sections of the late 18th century/early 19th century townscape survive within the study area. John Nash's early 19th century Regent's Park and associated villas and grand terraces were planned as a single unit<sup>42</sup> and despite subsequent developments and World War II bomb damage, largely survives as a coherent landscape. This landscape has high value.

6.1.6 A coherent early 19th century townscape is also present in the Bloomsbury and Fitzroy Square conservation areas. Gridded streets, garden squares and grand townhouses form a uniform townscape which is punctuated by modern institutional and commercial buildings in a mix of styles and heights. This townscape has moderate value.

6.1.7 A major part of the study area's historic townscape is the mid-19th century rail infrastructure centred on St Pancras and Kings Cross stations. Modern development has occurred which has removed mid to late 19th century rail infrastructure, although the key character as a major rail hub has been enhanced.

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<sup>42</sup> The Royal Parks, (2009), *Regent's Park & Primrose Hill; Operations Plan*. p 8-10

- 6.1.8 The parts of Camden Town within the study area represent a largely intact 19th century residential townscape, comprising 19th century terraces and garden squares with some modern redevelopment. This townscape has moderate value.
- 6.1.9 Somers Town contains significant townscape features in the form of the 1920s and 1930s council apartment blocks. Subsequent development, although continuing the townscape character, does reduce the overall value of the area.

## 7 Historic parks and gardens

7.1.1 There is one Grade I registered park and garden (RPG) within the study area. Regent's Park (see Section 3.6.3 (EUS002, CH-01-003)) was laid out in the early 19th century and comprises a large open parkland surrounded by an 'Outer Circle Road' and contains an open air theatre, grand villas and houses, a boating lake, Queen Mary Gardens and London Zoological Gardens. A number of highly valued buildings are contained within and along the edge of the park and the park is covered by two conservation areas (Regent's Park Camden and Westminster). There is one strategic view within Regent's Park that falls within the construction area of the Proposed Scheme - that of the view across Gloucester Gate Bridge towards Gloucester Gate.

## 8 Archaeological character

### 8.1 Introduction

8.1.1 To determine the archaeological potential for the study area, it was sub-divided into archaeological character areas. These archaeological character areas are derived from a consideration of the current topography, geology and current land use of the area. From these factors the potential for recovery of archaeological remains are considered.

8.1.2 From these broad character areas the landscape was further sub-divided into archaeological sub-zones which have allowed for a more in-depth understanding of the archaeological potential of the study area. The study area for CFA1 has been sub-divided into eight archaeological sub-zones. Although initially defined and characterised by current land use, a number of additional factors have determined the potential of these sub-zones to contain archaeological remains of value. These factors include topography, geology, historic character and distribution of known archaeological finds, sites and assets.

### 8.2 Character areas

8.2.1 The archaeological character areas described in the following section extend from south to north within the study area.

#### *Archaeological character area 5.1 Urban London Metropolitan*

8.2.2 This broad character area encompasses the CFA1 study area. The character area reflects the general development of a largely rural landscape that has undergone large scale urban development from the late 18th century onwards.

8.2.3 There is historical documentation which traces the general land use developments from the medieval period onwards. The small scale settlement was mainly focused in small rural settlements and farmsteads within manors. This developed with the economic demands of a peripheral region of London. In the 17th and 18th centuries, this led to the enclosure of field systems and developments in farming practice.

8.2.4 The late 18th and early 19th century saw the beginning of urbanisation in the area with the development of planned estates, followed by the construction of the railways in the mid-19th century. The resultant character is a mixture of residential and commercial developments and industrial areas which have led to large scale disturbance, thus decreasing the potential recovery of archaeological remains considerably.

## 8.3 Archaeological sub-zones

Table 2: Archaeological sub-zones

No	Name	Topography	Geology/soils	Modern land use	Historic landscape character	Archaeology (from baseline)
1	Euston Station and approach	Cut into slight incline up towards Primrose Hill to the north. Separates Camden from Regent's Park, bisected by Hampstead Road.	London Clay. Pocket of Lynch Hill Gravel at southern end but most likely removed by modern development.	Rail infrastructure and rail terminal.	Industry and gateway (railway)	Archaeological potential largely removed by construction of deep cutting, underground station and clearance of former Euston Station and overburden.
2	Regent's Park	Large public park with slight incline up towards Primrose Hill to the North.	London Clay	Public park	Public open space (historical parks)	Site of medieval settlement (Rugmore) and early post-medieval royal park.
3	Regent's Parks Estate and Park Village East	Urban settlement located between Regent's Park and Euston rail approach.	London Clay	Residential	Residential (Georgian villas)	Early 19th century to modern development has reduced archaeological potential.
4	Camden Town	Urban settlement located to east of Euston rail approach.	London Clay	Residential and commercial	Commercial, residential (Victorian terrace)	Nineteenth century to modern development has reduced archaeological potential.
5	East of Euston Station (Somers Town etc.)	Urban settlement located to east of Euston Station and North Euston Road.	London Clay	Residential and commercial	Residential (1945–2006), commercial.	Nineteenth century to modern development has reduced archaeological potential.
6	Bloomsbury	Euston Square and area to south of Euston Road.	Lynch Hill Gravel and London Clay	Residential, institutional and commercial.	N/A	Nineteenth century to modern development has reduced archaeological potential but small potential for Palaeolithic material to south of Euston Road in areas of Lynch Hill Gravel.

No	Name	Topography	Geology/soils	Modern land use	Historic landscape character	Archaeology (from baseline)
7	St James's Gardens and National Temperance Hospital	Public square and former hospital adjacent to Hampstead Road.	London Clay	Derelict hospital and public gardens.	Residential (1945–2006)	Nineteenth century cemetery and site of former chapel, including burial vaults.
8	West of Euston Station	High rise flats, offices, and 19th century terraces bisected by Hampstead Road.	London Clay with pockets of brickearth and Lynch Hill Gravel.	Residential and commercial.	Residential (1945–2006), residential (Victorian terrace)	Area includes route of medieval road (Hampstead Road) and site of early medieval/medieval manor house. Potential areas of significant archaeology heavily truncated by modern development.

## 9 Analysis and research potential

### 9.1 Analysis of understanding

#### *Prehistory*

9.1.1 Evidence for prehistoric activity within the study area is generally limited. A lack of archaeological works, past development impacts and London Clay's unsuitability for settlement has led to an extremely small evidence base. The Palaeolithic findspot at Woburn Walk and the evaluation of the Gower Street Hospital site does indicate the potential for prehistoric remains to be present on and within the Lynch Hill Gravel deposits in the wider study area.

9.1.2 The Lynch Hill Gravel deposits located within the Proposed Scheme area have undergone significant modern impact. Construction of the modern Euston Station, Euston forecourt and London Underground structures, would have largely removed these deposits and removed the potential for archaeological remains.

#### *Romano-British*

9.1.3 The lack of archaeological evidence for the Roman period may in part be due to the limited amount of archaeological investigation within the study area. The heavy London Clays are not conducive to settlement activity and the impact of past developments has greatly reduced the potential.

#### *Early medieval/medieval*

9.1.4 The early settlement sites at Totten Hall and Rugmore are significant sites of medieval and early medieval archaeological potential. Both of these settlements areas are outside the land required for the Proposed Scheme. In addition, Totten Hall has been subject to modern development.

#### *Post-medieval*

9.1.5 The early post-medieval landscape was rural in character and included the former Royal Park of Marylebone. This landscape was wholly removed (with the exception of historic routes) by later development.

9.1.6 Significant areas of 18th/19th century historic townscape survive within the study area. These areas include the highly significant Regent's Park (including Park Village East) designed by John Nash and the moderately significant Bloomsbury (including Euston Square) and Camden Town conservation areas. A feature of the land required for the Proposed Scheme is the remains of the mid to late 19th century railway infrastructure.

9.1.7 Human remains survive within the late 18th/19th century burial ground of St James's Gardens. Human remains may also survive within the chapel vaults beneath the National Temperance Hospital car park.

9.1.8 Extensive development during this period has significantly impacted the archaeological potential of the land required for the Proposed Scheme, particularly in the areas of Euston Station and the Euston Station to Parkway cutting, where the

railway construction works would have removed any archaeological remains that might have been present.

### *Modern*

- 9.1.9 Extensive development during this period has significantly impacted the archaeological potential of the land required for the Proposed Scheme, particularly in the footprint of Euston Station and Euston forecourt.
- 9.1.10 Modern buildings of historic interest are located within the land required for the Proposed Scheme, including the former Euston underground station on Melton Street, the 1914 extension to the National Temperance Hospital and parts of the existing Euston Station and Euston forecourt towers and bus station.

## 9.2 Research potential and priorities

- 9.2.1 The majority of the land required for the Proposed Scheme has limited archaeological potential. Late post-medieval and modern development has significantly reduced the archaeological potential particularly within the footprint of Euston Station, Euston Station forecourt and the Euston Station to Parkway cutting. Significant remains in the form of a late post-medieval burial ground and the remains of chapel vaults which may contain human remains are present within the study area.
- 9.2.2 Many research questions can best be formulated at either a scheme-wide or at a county/multiple CFA level. These will draw heavily on the regional and period research frameworks, which have been prepared with support from English Heritage.
- 9.2.3 This section presents research questions which are specific to the heritage assets, either known or suspected, within the study area.
- 9.2.4 The research potential and priorities are considered on a chronological basis:
  - is there potential for isolated early prehistoric finds to be present within the study area?
  - is there potential for geo-archaeological and environmental archaeological material to be present within surviving pockets of Lynch Hill Gravel within the Proposed Scheme area and can this material be used as part of the London<sup>43</sup> geomorphological and environmental reconstruction for the Pleistocene?
  - can the human remains at St James's Gardens and St James's chapel site characterise the effects of living in London on the bodies of people buried there<sup>43</sup>?
  - do the human remains at St James's test models for the aging of skeletons for non-documented populations and comparisons with other archaeological investigated cemeteries including St Pancras Old Church?
  - how and to what effect do the house designs and construction changes reflect

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<sup>43</sup> Museum of London, (2002), *A research framework for London archaeology*. English Heritage.

social and economic changes, and what effect have these changes had on urban life?

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